

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 422710, Lowndes County **OFFICE** Preconstruction
STPN-007-3(33)
SR 38/US 84 Grade Separation in Valdosta **DATE** May 19, 2005
FROM *John J. Pirkle* Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
TO *MBP* SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Brent Story
Joe Sheffield
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 422710, Lowndes County **OFFICE** Preconstruction
STPN-007-3(33)
SR 38/US 84 Grade Separation in Valdosta **DATE** May 11, 2005

FROM *C. Pirkle*
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *David E. Studstill, Jr.*
David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the construction of a grade separation on SR 38/US 84 at the Norfolk Southern Railroad crossing west of downtown Valdosta. State Route 38/US 84 is a major east-west roadway corridor serving the southeast portion of Georgia that connects Valdosta to Thomasville (to the west) and Waycross (to the northeast). Within the project area, SR 38/US 84 is functionally classified as a principal arterial with four lanes and a center left turn lane. It has a posted speed limit of 45 MPH west of the rail crossing and 35 MPH east of the rail crossing. State Route 38/US 84 is designated as a Governor's Road Improvement Program (GRIP) route. This project is needed to minimize turning conflicts on SR 38/US 84 and side street intersections between North Briggs Street and West Avenue as well as to reduce delays at the Norfolk Southern Railroad crossing due to approximately 25 trains daily crossing SR 38/US 84 at this location. The project will eliminate delays for vehicles as well as nearby police and fire department personnel responding to emergencies on the west side of the city.

The proposed construction will begin near West Street on US 84 at M.P. 10.01 and extend 0.62 miles along US 84 to near Briggs Street at M.P. 10.63. State Route 38/US 84 is proposed to ramp up at a 7% grade from each end of the project with retaining walls at the back of the sidewalk and cross the railroad with a 300' concrete bridge. Frontage roads will be constructed parallel to US 84 and alongside the barrier walls to provide access to local businesses and residents. This frontage road will be one lane, one way travel, with curb and gutter and sidewalk. The proposed roadway section will be four, 12' lanes with a 14' two-way left turn lane on each approach way to the bridge. The approach sections will have a 30" curb and gutter with a 2' grass strip and a 5' sidewalk. The bridge typical section will consist of four, 12' lanes with a 6' sidewalk on both sides and a barrier wall at the back of the sidewalk. Traffic will be maintained during construction via staging.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing open house has been held; time saving procedures are not appropriate.

David Studstill

Page 2

P.I. No. 422710, Lowndes

May 11, 2005

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$4,889,000	\$6,885,000	Q20	2008
Right-of-Way	\$4,551,000	\$2,688,000	Q20	2007
Utilities*	LGPA	LGPA		

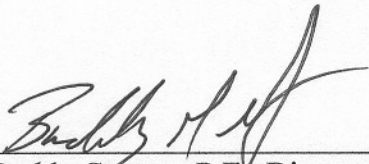
*The city of Valdosta signed LGPA on 7-25-02 for utilities.

I recommend this project concept be approved.


MBP:JDQ/cj

Attachment

CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


David E. Studstill, Jr., P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

STPN-007-3(33)

P.I. NO. 422710

LOWNDES COUNTY

FEDERAL ROUTE NO: 84

STATE ROUTE NO: 38

Recommendation for Approval:

DATE 4/20/05

DATE 4/21/05

James M. Davidson
Project Manager

Burt A. Atk
State Road and Airport Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

DATE	State Transportation Planning Administrator
DATE	State Financial Management Administrator
DATE	State Environmental / Location Engineer
DATE	State Traffic Safety and Design Engineer
DATE	District Engineer
DATE	Project Review Engineer
DATE	State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

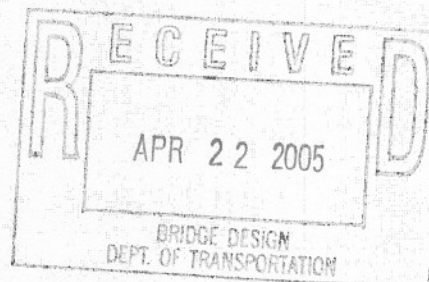
FILE STPN-007-3 (33) Lowndes
PI # 422710
OFFICE Road Design
DATE April 11, 2004
FROM *B.A. Story*
Brent A. Story, State Road and Airport Design Engineer
TO Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
SUBJECT Project Concept Report

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

BAS:JMD:TWM:ss

Attachments

cc: David Mulling, Project Review Engineer
Harvey Keeper, State Environment/Location Engineer
Keith Golden, State Traffic Safety and Design Engineer
Joe Palladi, State Transportation Planning Administrator
Jamie Simpson, Financial Management Administrator
Joe Sheffield, District Engineer
Paul Liles, State Bridge Design Engineer



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

STPN-007-3(33)

P.I. NO. 422710

LOWNDES COUNTY

FEDERAL ROUTE NO: 84

STATE ROUTE NO: 38

Recommendation for Approval:

DATE 4/20/05

James M. Davidson
Project Manager

DATE 4/21/05

Burt A. St
State Road and Airport Design Engineer

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State Environmental / Location Engineer

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District Engineer

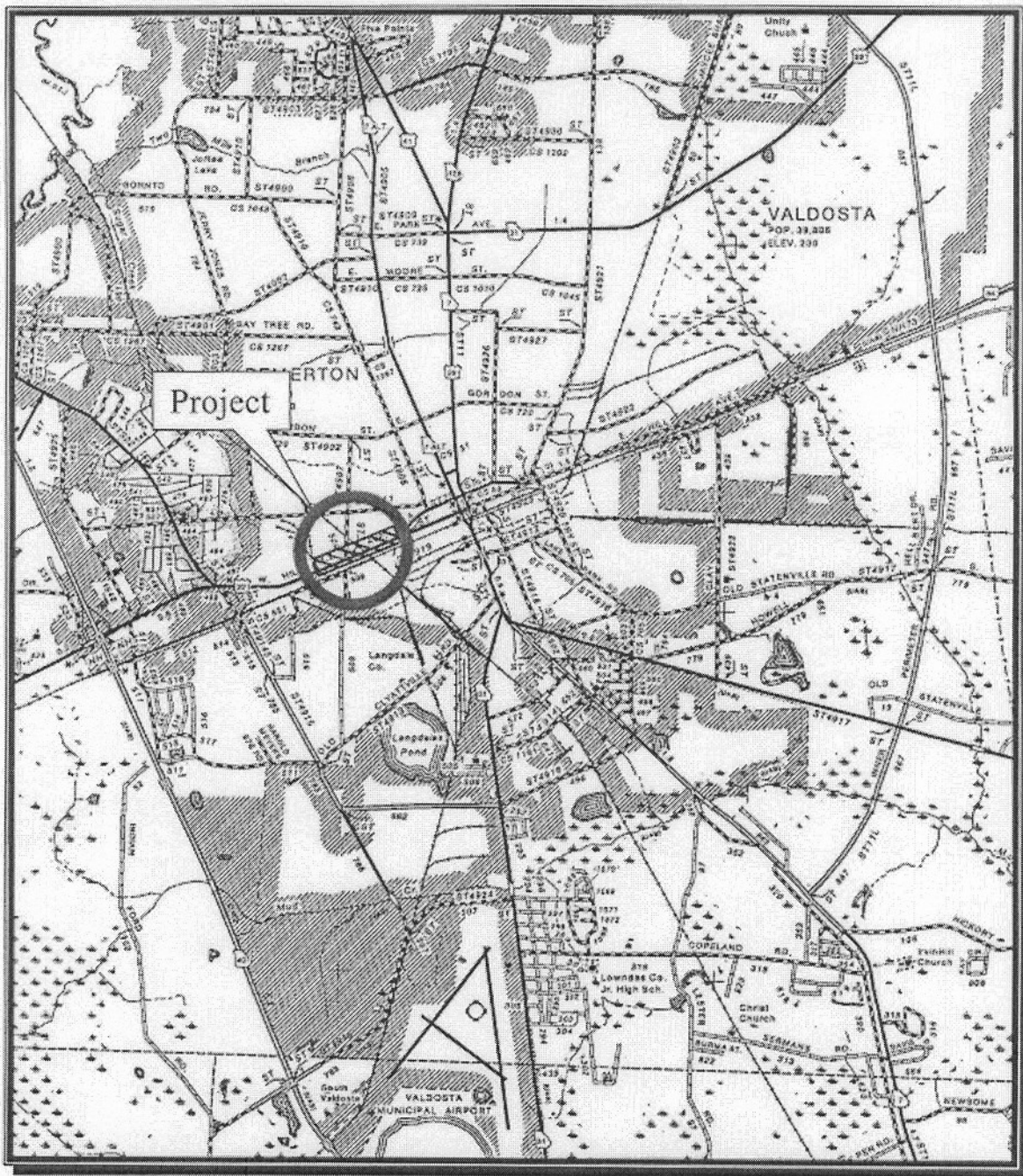
DATE

Project Review Engineer

4/23/05
DATE

Paul V. Telle Jr
State Bridge & Structural Design Engineer

Project Concept Report Page 1
Project Number: STPN-007-3(33)
P.I. Number: 422710
County: Lowndes



PROJECT LOCATION MAP

Project Concept Report Page 2
Project Number: STPN-007-3(33)
P.I. Number: 422710
County: Lowndes

Need and Purpose: see attachment

Description of the proposed project:

This project proposes a new grade separation of US 84/SR 38 (West Hill Avenue) at the Norfolk Southern Railroad crossing west of downtown Valdosta. The project would begin near West Street on US 84 at milepost 10.01 and extend 0.62 miles along existing US 84 to near Briggs Street at milepost 10.63. US 84/SR 38 is proposed to ramp up at a 7% grade from each end of the project with retaining walls at the back of the sidewalk and cross the railroad with a 300 foot concrete bridge. Frontage roads will be constructed parallel to US 84 and alongside the barrier walls to provide access to local businesses and residents. This frontage road will be one lane, one-way travel, with curb and gutter, and sidewalk.

The proposed roadway section will be four, 12-foot lanes with a 14-foot two-way left turn lane on each approach way to the bridge. The approach sections will have a 30-inch curb and gutter with a 2-foot grass strip and a 5-foot sidewalk. The bridge/typical section will consist of four, 12-foot lanes with a 6-foot sidewalk, and a barrier wall at the back of the sidewalk.

South Thomas Street will be closed and relocated 535 feet to the east of its present location. It will tie US 84/SR 38 to the new frontage road that is located on the CSX right of way and will tie into West Savannah Avenue to the east of the railroad gate. This will allow continued access from West Savannah Avenue to US 84/SR 38 by using the frontage road in conjunction with Relocated South Thomas Street.

Staging for this project is proposed in four stages with re-routing along existing roadway and newly constructed frontage roads.

Is the project located in a Non-attainment area? ☐ Yes ☒ No.

PDP Classification: Major ☒, or Minor ☐

Federal Oversight: Full Oversight ☐, Exempt ☒, State Funded ☐, or Other ☐

Functional Classification: Urban Major Arterial

U. S. Route Number(s): 84

State Route Number(s): 38

Traffic (AADT): Current Year: (2007) 23,000 Design Year: (2027) 33,000

K = 90%

D = 55%

T = 16%

24 HR T = 15%

Existing design features:

- Typical Section: A 5 lane urban roadway with two-way-left-turn lane and 65 ft. pavement width, concrete curb and gutter with sidewalks.
- Posted speed 45/35 mph Maximum degree of curvature: 0.5 degrees
- Maximum grade: 1.5 %
- Maximum grade of cross roads: 2 %
- Maximum grade of driveway: 4 %
- Width of right of way: 90 ft.
- Major structures: None
- Existing length = 0.62 miles, beginning mile log 10.01, ending mile log 10.63, all in Lowndes County.

Proposed Design Features:

- Proposed typical section(s): A 4 to 5 lane urban roadway with 48-62 ft. pavement width, curb and gutter and sidewalk and grass strip. Turn lanes will be added as appropriate.
- Proposed Design Speed Mainline 35 mph
- Proposed Maximum grade Mainline 7.0%
- Maximum grade allowable 7.0%
- Proposed Maximum grade Side Street 2.6 %
- Maximum grade allowable 15.0%
- Proposed Maximum grade driveway 11.0%
- Proposed Maximum degree of curve 0.5 degrees
- Maximum degree allowable 13.6 degree (e-max: 4%)
- Right of way
 - Width: 110 ft.
 - Easements: Temporary ☒, Permanent ☒, Utility ☐, Other ☐.
 - Type of access control: Full ☐, Partial ☐, By Permit ☒, Other ☐.
 - Number of parcels: 26 Number of displacements:
 - Business: 1
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Retaining wall: RE walls on both sides of the arterial from West Street to N. Third Avenue
 - Bridge: 300-foot concrete bridge over the Norfolk Southern Rail
- Traffic control during construction: Traffic will be maintained on the existing roads using staged construction.

Project Concept Report Page 4
 Project Number: STPN-007-3(33)
 P.I. Number: 422710
 County: Lowndes

- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: *Design variance will be necessary since median treatment does not comply with the January 7, 2003 letter from Frank Danchetz. This letter states median type should be 20-foot raised median while the concept is to replace the 14-foot flush median and on the bridge have no median.*
- Environmental concerns: *Possible Historic Properties, Four UST's are located on Sullivan & Tolbert Corporation property, Jim Hinton Oil Company property is a Hazardous Waste Site*
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes ☐, No ☒.
 - Categorical exclusion ☒.
 - Environmental Assessment/Finding of No Significant Impact (FONSI) ☐, or
 - Environmental Impact Statement (EIS) ☐.
- Utility involvements
 - Power: Georgia Power
 - Water: City of Valdosta
 - Sewer: City of Valdosta
 - Gas: Atlanta Gas and Light
 - Phone: Bellsouth, Mediacom
 - Cable: T-Cubed

Project responsibilities:

- Design, GDOT
- Right of Way Acquisition, GDOT
- Relocation of Utilities, City of Valdosta (LGPA signed 07/25/02)
- Letting to contract, GDOT
- Supervision of construction, GDOT
- Providing material pits, Contractor

Coordination

- Initial Concept Meeting. *Meeting held on 05/16/02. Meeting minutes are attached*
- Concept meeting date. *Concept Meeting held 9/10/03. Meeting minutes are attached*
- P. A. R. meetings, dates and results. *Not required*
- FEMA, USCG, and/or TVA: *Not required.*
- Public involvement. *Public Information Open House held on 9/16/04. PIOH synopsis attached.*

- Local government comments. *City of Valdosta has requested this project. City is also considering signalizing West Street.*
- Other projects in the area. *None*
- Railroad:
 - *Norfolk Southern Railroad (NSR) supports the project. NSR will participate in 5% of the bridge construction cost and a part of the roadway but not known at this time. NSR has requested possible closure of two at-grade crossings north of the project. NSR also expressed possibility of future track work in the area.*
 - *CSX Railroad has been contacted regarding the relocation of South Thomas Street and they are in favor of the current plan to locate the east frontage road on their existing right of way to eliminate all at-grade crossings in this area*

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: *12 Months.*
- Time to complete preliminary construction plans: *6 Months.*
- Time to complete right of way plans: *4 Months.*
- Time to complete the Section 404 Permit: *N/A.*
- Time to complete final construction plans: *6 Months.*
- Time to purchase right of way: *12 Months.*
- List other major items that will affect the project schedule: *N/A*

Other alternates considered:

Alternate 1 – No Build

Alternate 2 – 12-foot lanes, two-way frontage road, and a 300-foot bridge

Alternate 3 – 12-foot lanes, one-way frontage road with an 1100-foot bridge

Alternate 4 – Centerline shift with 11-foot lanes, one-way frontage road with cross access

Alternate 5 – Centerline shift with 12-foot lanes, one-way frontage and a R/E wall

Attachments:

1. Need and Purpose
2. Alternate Analysis Chart
3. Cost Estimate
4. R/W Cost Estimate
5. Utility Cost Estimate
6. Typical Sections
7. Staging Typical Sections Alternate 5
8. Traffic Projections
9. Traffic Analysis
10. Initial Concept Meeting Minutes
11. Minutes of Concept Meeting and Sign-in Sheet
12. PIOH Synopsis
13. LGPA for Utilities
14. UST/Hazardous Waste Investigation Report
15. Concept Rating Form

Need and Purpose:
STPN-007-3(33), P.I. 422710 Lowndes County
Grade Separation: US 84/SR 38 (W. Hill Ave.) at Norfolk Southern RR

Project History & Background

US 84/State Route 38 is a major east-west roadway corridor serving the southeast portion of Georgia that connects Valdosta to Thomasville (to the west) and Waycross (to the northeast). Within the area of the project, US84/SR 38 provides direct connectivity between downtown Valdosta and I-75. Within the project area, US84/SR 38 is functionally classified as a principal arterial with four lanes and a center left turn lane. It has a posted speed of 45 MPH west of the rail crossing and 35 MPH east of the rail crossing. This portion of US 84/SR 38 is locally known as West Hill Avenue.

US 84/SR 38 is also regionally significant because it is designated as a Governor's Road Improvement Program (GRIP) route. The GRIP was initiated in the State Legislature in the 1980's to address the importance of stimulating economic growth via an improved transportation network. The GRIP identified a system of developmental highways designed to stimulate growth throughout the state. The system is designed to place 98 percent of the state's population within 20 miles of a multi-lane highway and provides access for oversized trucks to cities having populations between 2,000 and 5,000.

The proposed project is a new grade separation of US 84/SR 38 with a posted speed limit of 35 mph at the Norfolk Southern Railroad crossing west of downtown Valdosta. The project would begin at a western terminus just west of West Street and extend approximately 0.52 miles eastwards to a terminus at North Briggs Street. The existing roadway consists of an at-grade railroad crossing (2 sets of track) by a 5-lane urban section with two lanes in each direction separated by a two-way left turn lane. The proposed project section will be four, 12-foot wide lanes with a 14-foot wide two-way center left turn lane on each approach to the bridge. The bridge typical section will consist of four, 12-foot wide lanes with a 6-foot wide sidewalk and a barrier wall at the back of the sidewalk.

The proposed project is not on a GDOT Statewide Bicycle & Pedestrian Plan route or local bike plan.

Projects in Local Vicinity

Project No.	Project Description	Project Schedule For FY04/06 STIP		
PI No. 0001559	SR 38/US 84 MEDIAN TURN LANES FM QUITMAN TO VALDOSTA	PE -Auth.	ROW -none	CST -Long Range
PI No. 0001566	SR 38/US 84 MEDIAN TURN LANES FROM VALDOSTA TO LANIER CO	PE -Auth.	ROW -none	CST -Long Range

Community of Valdosta and Lowndes County

There are two CTs (Census Tracts) in the vicinity of the proposed project. CT 13185010900 immediately borders the project on the north, while CT 13185011402 immediately borders the project on the south.

CT 13185010900	% Minority	\$0-25K per household	\$25-50K per household	\$50-75K per household	\$75-100K per household	\$100K+ per household	1990 Pop.	2000 Pop.
	80%	87%	10%	2%	0.30%	1.25%	1,543	2,080
CT 13185011402	% Minority	\$0-25K per household	\$25-50K per household	\$50-75K per household	\$75-100K per household	\$100K+ per household	1990 Pop.	2000 Pop.
	46%	73%	13%	11%	2%	1%	1,762	2,339

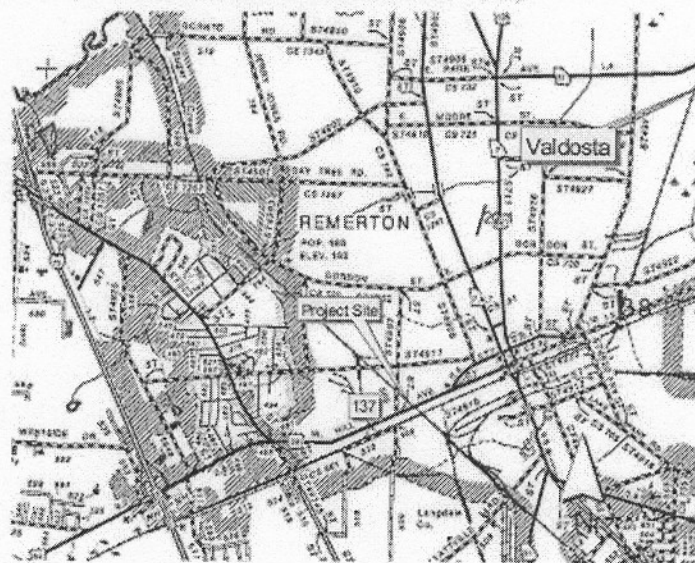
In 2000, CT 13185010900 had a home ownership rate of 41% and CT 13185011402 had a rate of 75%. In comparison, Lowndes County had a homeownership rate of 60.8% in the year 2000.

In the city of Valdosta, the population grew 9% between the years 1990 to 2000 from 40,038 residents to 43,724 residents. For 1999, the city's per capita income was \$16,472 compared to the statewide average of \$21,154. In 2000, Valdosta's minority population accounted for 52% of the city's population.

US 84/SR 38 is a major corridor for multiple forms of travel, including truck and freight, tourism, and inter-regional trips. US 84/SR 38 provides direct access to I-75, primarily travelers from the cities of Naylor, Homerville, Valdosta, Remerton, and Quitman. Within the project limits, the area is developed with commercial and business establishments.

Travel Demand

Traffic Count Station MAP



Because the city's fire and police department are located in nearby downtown Valdosta immediately to the

east of the proposed project, completion of the project would also eliminate delays for EMS personnel and improve response time for the police and fire department in responding to emergencies on the west side of the city.

Accident Data

For this proposed project, the following table indicates the accident, injury, and fatality rates from 2000 to 2002 were lower than the statewide average for comparable routes except for the year 2001 where accident and injury rates were above the state average. Approximately 78% of the accidents occurred at the intersections with city streets, such as Goolsby Street, West Street, Brown Street, Pear Street, Thomas Street, Third Avenue, Wells Street, West Central Avenue, and Briggs Street. The intersections of Pear and West Central Avenue had the highest frequency of crashes. The types of crashes typically fell into four major categories: 'rear end' (38%); 'angle' (24%); 'same side swipe' (12%); and 'not with another vehicle' (24%).

These intersections are completely within the project limits, therefore completion of the project would separate direct turning movements and conflicts between these streets and US 84/SR 38.

'Angle' and 'rear end' types of crashes were the most prevalent types. This may indicate turning conflicts at these intersections, referring to vehicles on US 84/SR 38 attempting to make turns off the roadway or vehicles on side streets attempting to turn on to US 84/SR 38. The proposed project would separate the turning movements (on or off of city streets on to US 84) from the through traffic on US 84/SR 38 and therefore improve safety.

Year	2000		2001		2002	
Mile points: 10.0 - 10.63	US84 /SR 38	State	US 84 / SR 38	State	US 84 /SR 38	State
Accidents	14		20		16	
Accident Rate	336	493	567	547	434	419
Injuries	4		8		6	
Injury Rate	96	199	227	223	163	174
Fatalities	0		0		0	
Fatality Rate	0	1.47	0	1.49	0	1.77

Logical Termini

The eastern terminus for the new grade separation is at the intersection of US 84/SR 38 and North Briggs Street. The western terminus of the project is located at the intersection of US 84/SR 38 and West Street.

This project has logical termini based on the maximum grade allowable being 7%. Therefore, the project will need to start at West Street and end at North Briggs Street.

Need & Purpose

This project is needed to minimize turning conflicts on US 84/SR 38 and side street intersections between North Briggs Street and West Avenue as well as to reduce delays at the Norfolk Southern RR crossing. Due to approximately 25 trains daily crossing US 84/SR 38 at this location, the project will eliminate delays for vehicles, as well as nearby police and fire department personnel responding to emergencies on the west side of the city. The grade separation would improve safety by eliminating turning conflicts with the side streets located between West Avenue and North Briggs Street. Another benefit of the grade separation would be for pedestrians, whereas pedestrians will have sidewalks on each side of the 'fly-over' thus eliminating all pedestrian traffic at the rail crossing.

US 84 / SR 38 OVERPASS ALTERNATIVE ANALYSIS

Alt	Descriptions	Construction Cost	R/W Cost	Recommendation
1	No Build	None	None	No. Does not meet Need and Purpose
2	The corridor will have four 12-foot lanes with a two-way frontage road. The bridge is 300 linear feet. South Brown Street, West Avenue, S. Thomas Street, N. Third Ave will be re-aligned. There will be more than one business displacement.	N/A	N/A	No. High Right-of-Way cost
3	The corridor will have four 12-foot lanes with a one-way frontage road. The frontage roads have cross access underneath the bridge. The bridge is 1100 linear feet with a 480 foot retaining wall to the west of the bridge and 410 foot retaining wall to the east. The profile is lifted due to vertical clearance for the frontage roads. This extends the project limits. There is one business and two residential displacements. S. Thomas Street is relocated to the east.	9.6 million	1.3 million	No. High Construction Cost, Inadequate Intersection Sight Distance
4	The centerline shifts south to avoid a possible historical property. The corridor will have four 11-foot lanes with a one-way frontage road. The frontage roads have cross access underneath the bridge. The westbound frontage road will be accessed by a ramp. The bridge is 300 linear feet and the retaining wall is 2300 linear feet. There is one business displacement. S. Thomas Street is re-aligned.	N/A	N/A	No. High Right-of-Way cost
5	The centerline shifts to the south to avoid a possible historic property. The corridor will have four 12-foot lanes and a 14-foot flush median on the non-elevated portion with a one-way frontage road system on either side of the bridge. The westernmost frontage road is accessed by a ramp and exits onto West Ave for access back to US 84/SR 38. The easternmost frontage road is accessed by a ramp just east of N. Third Ave and ties to the relocated S. Thomas Street for access back onto US 84/SR 38. S. Thomas Street will be relocated approximately 535 feet to the east. There is approximately 1900 linear foot R/E wall with a 320 linear foot bridge. There is one business displacement.	6.9 million	2.7 million	Yes. Preferred Alternate

PRELIMINARY COST ESTIMATE FOR ALTERNATE 5

PREPARED BY: Tim Matthews

PROJECT LENGTH: 0.62 miles

ESTIMATED LETTING DATE: FY07

☐ PROGRAMMING PROCESS ☒ CONCEPT DEVELOPMENT ☐ DURING PROJECT DEV.

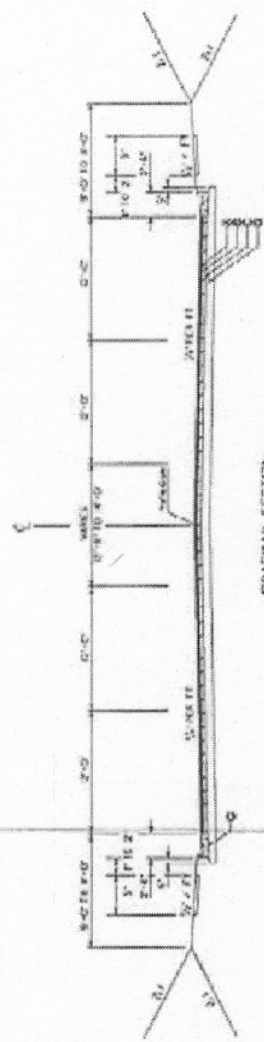
PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 95,589.00
2. DISPLACEMENTS: RES: 1 BUS: 1 M.H.: 0	\$ 1,215,000.00
3. OTHER COST (ADM./COST, INFLATION)	\$ 3,239,776.00
SUBTOTAL:A	\$ 4,550,365.00
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ 0.00
2. TRANSMISSION LINES	\$ 0.00
3. SERVICES	\$ 52,000.00
SUBTOTAL:B	\$ 52,000.00
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. BRIDGE (CONCRETE: 20,100 SF @ \$75/SF)	\$ 1,507,500.00
b. RE WALL(32400 @ \$30/SF);	\$ 972,000.00
c. WALL BARRIER(1,784LF @ \$125/SF)	\$ 223,000.00
SUBTOTAL:C-1	\$ 2,702,500.00
2. GRADING AND DRAINAGE:	
a. EARTHWORK (5000 cy @ \$3.00)	\$ 15,000.00
b. DRAINAGE:	
1) Curb and Gutter (8,000ft @ \$10.00/ft)	\$ 80,000.00
2) Longitudinal System	
Catch Basins (30 @ \$2000/EA)	\$ 60,000.00

PROJECT COST		
Pipe - 18" (5,500 ft @ \$30/ft)	\$	165,000.00
SUBTOTAL:C-2	\$	320,000.00
3. BASE AND PAVING:		
a. AGGREGATE BASE (14,750 tons @ \$15/ton)	\$	221,250.00
b. ASPHALT PAVING:		
12.5mm Superpave (2,200 tons @ \$40/ton)	\$	88,000.00
19mm Superpave (2,875 tons @ \$40/ton)	\$	115,000.00
25mm Superpave (4,375 tons @ \$40/ton)	\$	175,000.00
SUBTOTAL:C-3.b	\$	378,000.00
c. CONCRETE VALLEY GUTTER (400 SY @ \$35.00/SY)	\$	14,000.00
d. OTHER (SIDE BARRIER TP 7-W 1800LF@ \$40/LF)	\$	72,000.00
SUBTOTAL:C-3	\$	685,250.00
4. LUMP ITEMS:		
a. GRASSING (1.5 acre @ \$5000/acre) (Temp&Perm Grassing and Fertilizer)	\$	7,500.00
b. CLEARING AND GRUBBING (5.0 acres @ \$8,000/acre)	\$	40,000.00
c. LANDSCAPING	\$	0.00
d. EROSION CONTROL (0.57 mile @ \$50,000/mile)	\$	28,500.00
e. TRAFFIC CONTROL	\$	125,000.00
SUBTOTAL:C-4	\$	201,000.00
5. MISCELLANEOUS:		
a. LIGHTING	\$	0.00
b. SIGNING - MARKING	\$	12,500.00
d. SIDEWALK (4,000 yd ² @ \$25.00/ yd ²)	\$	100,000.00
SUBTOTAL:C-5	\$	112,500.00
6. SPECIAL FEATURES:		
SUBTOTAL:C-6	\$	0.00

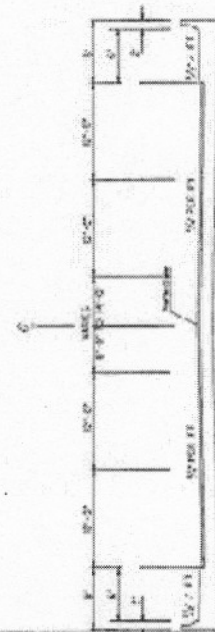
ESTIMATE SUMMARY		
A. RIGHT-OF-WAY ()	\$	4,550,365.00
B. REIMBURSABLE UTILITIES	\$	52,000.00
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$	2,702,500.00
2. GRADING AND DRAINAGE	\$	320,000.00
3. BASE AND PAVING	\$	685,250.00
4. LUMP ITEMS	\$	201,000.00
5. MISCELLANEOUS	\$	112,500.00
6. SPECIAL FEATURES	\$	0.00
SUBTOTAL CONSTRUCTION COST	\$	4,021,250.00
E. & C. (10%)	\$	402,125.00
INFLATION (5% PER YEAR)	\$	464,455.00
NUMBER OF YEARS	2	
TOTAL CONSTRUCTION COST	\$	4,887,830.00
GRAND TOTAL PROJECT COST	\$	9,490,195.00

This project is 100 percent in Lowndes County.

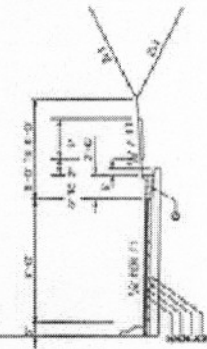
DATE	PROJECT NAME	SCALE	DATE
1/4	1/4	1/4	1/4



ROADWAY SECTION
STA 223+00 TO STA 224+00



ROADWAY SECTION
STA 224+00 TO STA 225+00



STATE OF OREGON DEPARTMENT OF TRANSPORTATION OFFICE OF ROAD DESIGN	URS OF OREGON 1000 NE OREGON AVENUE PORTLAND, OREGON 97232	US 84/SP 36 OVERPASS	TYPICAL SECTIONS
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MINUTES OF THE CONCEPT TEAM MEETING

The concept team meeting for Georgia DOT Project STPN-007-3(33) Lowndes County, PI No. 422710 was held at 10:00 am on September 10, 2003 in the 2nd floor conference room at Valdosta City Hall in Valdosta, Georgia.

The meeting began with Mike Davidson of GDOT Roadway Design welcoming everyone to the meeting. Team members present at the meeting included Mike Davidson (GDOT Road Design Project Manager), David Norwood (GDOT Road Design), Tamat Kassa (GDOT Planning), Tom McQueen (GDOT Planning), Corey Carter (GDOT Environmental/Location), Jerry Johnson (GDOT R/W), Don Gaskins (GDOT District 4), Joe Cowan (GDOT District 4 Construction Engineer), Jeff Bridges (GDOT District 4 Design Engineer), Danny Gay (GDOT District 4 Traffic Operations), Bill Cooper (GDOT District 4 Utilities), Herman Coppage (City of Valdosta), Shawn Starling (City of Valdosta), Leon Weeks (City of Valdosta), Von Shipman (City of Valdosta), Jimmy Rainwater (Mayor of Valdosta), Brian McDougal (South Georgia RDC), David Wyatt (Norfolk Southern), Rob Davis (Bellsouth), Jeff Busby (Atlanta Gas and Light), Chris Willis (Georgia Power), Jim Walton (Georgia Power), John Jones (Mediacom LLC), and URS Corporation representatives Michelle Kim, Nick Castronova, and Kevin Hosey.

Presentation:

After introductions of the attendees, Mike Davidson gave a brief description of the project, explaining that the R/W acquisition is scheduled for FY2004 and letting for construction in FY2005. An LGPA has already been signed by the City of Valdosta for the relocation of utilities. Mike then introduced Tom McQueen from GDOT Planning to share a draft of the Need and Purpose statement, stating that there are 18 train movements a day and highlighting the safety factors involved with this improvement along with reduced traffic delays and increased emergency response.

Mike then introduced Nick Castronova, who explained in detail the concept layout. The project involves constructing a grade separation of US 84/SR 38 at the Norfolk Southern railroad crossing west of downtown Valdosta. A 309-foot long bridge is proposed to span the existing main track and spur track, with retaining walls to enclose embankments back down to existing grade. A 35 mph speed design is proposed with 7% grades extending approximately 635-feet west and 539-feet east of the railroad. The area west of the current at grade crossing is posted 45 mph and will need to be reduced to accommodate this design. One-way frontage roads are provided along each side of existing US 84/Sr38 to provide local access. These frontage roads circulate under the proposed bridge. The current at grade crossing of South Thomas Street with the CSX Transportation (CSXT) spur track is proposed to be closed under this project and South Thomas Street relocated 547-feet east along US 84/SR 38 requiring a new at-grade crossing of the CSX spur track at that location. The property required for this relocated South Thomas Street is currently vacant and undeveloped. He explained that two alternatives have been designed for tying in the frontage road east of the railroad. Alternate 5A, the frontage road ties directly into US 84/Sr38 at the John V. McCrane property.

Alternate 5B recommended running the frontage road along the current S. Thomas Street then east parallel to the CSXT railroad and tying back into the relocated S. Thomas Street.

Mike asked Corey Carter from GDOT Environmental to give an overview of their findings. Corey

explains that the houses behind the businesses to the north of US 84 are potentially historic and more specifically the house behind Marshall Harper's Brakes and Alignment is historic and another alternate should be considered. The house could be impacted, but will delay the project schedule for up to a year due to the 4f clearance process. He suggests shifting the ramp farther east to miss the historic homes.

Questions/Comments:

1. Q: Mayor Rainwater- By decreasing the speed design does that decrease the number of R/W impacts?
A: Nick - Yes. By lowering the speed design according to the Green Book a 7.0% grade is allowed significantly decreasing our impacts and the length of the project.
2. Q: Von Shippman - Will the US 84 left turn lanes onto the frontage road be a dedicated left turn lane?
A: Nick - Yes. A short dedicated left turn lane is provided.
3. Q: David Wyatt (Northfolk Southern) - Will the frontage roads run underneath the bridge next to the railroad?
A: Nick - Yes
4. Comment: David Wyatt (Northfolk Southern) - We have between 20 to 25 train movements a day, not 18.
5. Q: David Wyatt (Northfolk Southern) - Did you account for the additional track currently under consideration to be constructed along the east side?
A: Kevin - We designed this layout under current conditions. If the additional track is constructed, this area will have to be revisited at that time.
6. Comment: David Wyatt (Northolk Southern): The third track is still in the development stage and may not be constructed for some time.
7. Q: Will pedestrians have access over the Railroad?
A: Yes. There is a 6' sidewalk on each side of the road
8. Comment: Mike Davidson - All frontage roads are designed for large trucks (WB-62).
9. Comment: Nick Castronova - We talked to most of the businesses in the area and learned that the WB-62 type truck would be the largest that would need access to the area.
10. Q: Mayor Rainwater- What businesses will be displaced between the two alternates?
A: Nick Castronova- Alternate 5A will have 3 displacements - the Westhill Convenience store, John V. McCrane warehouse, and Marshall Harper Brakes and Alignment shop. Alternate 5B would only displace Marshall Harper Brakes and Alignment shop.
11. Q: Ga Power representative - What additional R/W will be required?
A: Mike Davidson - The required right of way varies along the project, but is detailed in the layout.

12. Q: Mayor Rainwater- Which will be the more efficient of the two alternates?
A: Nick - Alternate 5B has fewer R/W impacts and allows more ideal conditions for truck movements.
13. Comment: Mayor Rainwater- You will not be able to acquire a portion of John McCrane's property. We looked at this site as a possible fire station. It would be a total displacement.
14. Comment: Kevin Hosey- There will be lane reductions during construction but access will be maintained.
15. Q: Joe Cowan - Will the bridge be filled or will it be a spanned bridge section?
A: Nick Castronova - It will be fill to a certain point, then it will be walls. We are proposing the use of temporary walls during construction and abandoning them after the permanent wall is in place.
16. Comment: Danny Gay - During construction, traffic will have to shift laterally onto US 84 to maintain access. And Alternate 5B is better due to the sight distance
17. Comment: Mike Davidson - We tried to contact CSX and had trouble getting any confirmation of attendance today.
18. Comment: Mayor Rainwater- When we are closer to a final concept, we should contact the legislative liaison for CSX to speed along the process.
19. Q: Mayor Rainwater- Are the turning movements the same in both alternates?
A: Nick - Yes
20. Comment: Mayor Rainwater and Von - Both agreed that Alternate 5B is the best concept.
21. Q: Is the construction time the same for both alternates?
A: Nick Castronova - Yes.
22. Comment: Mike Davidson - Utility Relocations will be a factor.
23. Comment: Brian McDougal - Look at a ramp configuration tying Third Street across like Second Ave., allowing for right turn in and left turn out.
24. Q: Has a utility estimate been done?
A: Mike Davidson - Yes, the only reimbursable utility is a T cubed line for \$925.00. But we have received information that this figure is not correct and will have to be investigated further.
25. Q: Mayor Rainwater- Who will pay for the utilities?
A: Mike Davidson - The City.
26. Comment: There may be other reimbursable utilities. There will have to be further research to determine prior rights along the corridor.
27. Comments: Mike Davidson - We will take today's comments and coordinate with CSX Railroad to readdress the layout.

28. Q: Will there be Preliminary layouts after the PIM?

A: This will be the only layout until it is approved.

29. Q: Has anyone talked to the public/owners?

A: Mike Davidson – URS has contacted some in the preparation of this concept

A: Nick Castronova – Most of the public is aware of the plan. Most of the businesses are destinations and are not opposed.

30. Comment: David Wyatt (Northfolk Southern) – I am concerned with the impacts the at grade crossing off of West Street will experience due to the construction of the overpass.

31. Comment: Von Shippman – There are already plans to upgrade the equipment at the West Street Railroad crossing.

32. Comment: Danny Gay – The access to the frontage roads off of the side streets are too close to US 84. He recommended the alternative described earlier by Brian McDougal that would also close Third Street to US 84 and tie it to the frontage road instead. This would eliminate the short stacking distance between the frontage road and US 84 along Third Street.

Department of Transportation

State of Georgia

----- Interdepartmental Correspondence

FILE	R/W Cost Estimate	OFFICE	Atlanta
		DATE	March 17, 2005
FROM	Don Brown, Right of Way Administrator		
TO	To: Brent Story, P.E. State Consultant Design Engineer		
	Attention : Tim Mathews		

SUBJECT Preliminary Right of Way Cost Estimate
Project: STPN-007-3(33)Lowndes
P.I. No.: 422710
Description: West Hill Avenue Improvements

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

Please note the area of Required R/W was furnished with your request.
Please include total Required R/W areas for the entire corridor in all future requests.

If you have any questions, please contact Jerry Milligan at the West Annex Right of Way Office at (770) 986-1541.

DB:GAM:jm
Attachments

c: David Mulling, Engineering Services
 Wilhelmina Mueller, R/W
 Windy Bickers, Financial Management
 File

Updated Preliminary Right of Way Cost Estimate

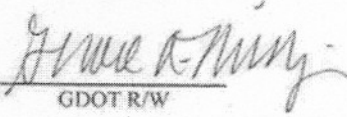
Date:	March 14, 2005	P.I. Number:	422710
Project:	STPN-007-3 (33) Lowndes	No. Parcels:	26
Existing/Required R/W:	Varics/Varics		
Project Termini:	West Hill Avenue Improvements		
Project Description:	West Hill Avenue Improvements		

Land:			
Commercial			
1.80 acres @ \$ 50,094 /acre =	\$ 90,170		
Permanent Easement			
0.14 acres @ \$ 50,094 /acre x 50% =	\$ 3,507		
Residential			
0.627 acres @ \$ 3,050 /acre =	\$ 1,912		
		\$	95,589
Improvements:			
2 Commercial, 3 Residential, & Misc. Site Improvements		\$	920,000
Relocation:			
3 Residential @ \$ 20,000 =	\$ 60,000		
2 Commercial @ \$ 25,000 =	\$ 50,000		
		\$	110,000
Damages:			
6 Cost To Cure	\$ 185,000		
		\$	185,000
			\$ 1,310,589

Net Cost		\$	1,310,589
Scheduling Contingency 55 %		\$	720,824
Adm/Court Cost 60 %		\$	1,218,848
Inflation Factor 40 %		\$	1,300,104
		\$	4,550,365

Total Cost \$ 4,550,400

Prepared By: 
Real Estate Acquisition Consultants, Inc.

Approved: 
GDOT R/W

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STPN-007-3 (33) Lowndes OFFICE Tifton
P.I. #422710
DATE April 13, 2005

FROM Tim Warren, P.E., District Utilities Engineer

TO Jeff Baker, P.E. State Utilities Engineer

SUBJECT 2nd REVISED - UTILITY COST ESTIMATE

A field review of utilities located on the above referenced project has been conducted without a design concept. Listed below is a breakdown of reimbursable and non-reimbursable cost.

Georgia Power Distribution
Non-Reimbursable = \$ 52,500

Bellsouth
Reimbursable = \$ 50,000
Non-Reimbursable = \$ 232,500

City of Valdosta
Non-Reimbursable = \$ 170,500

Mediacom
Non-Reimbursable = \$ 8,652

T-Cubed
Reimbursable = \$ 2,000

Atlanta Gas Light
Non-Reimbursable = \$ 90,000

TOTAL-Reimbursable = \$ 52,000
Non Reimbursable = \$ 551,652

Page 2
Lowndes County

If additional information is needed, please contact Bill Cooper, Assistant District
Utilities Engineer at (229) 386-3288.


TW:BC:KC:sm

c: Buddy Gratton, Director of Preconstruction
Jamie Simpson, State Financial Management Administrator
Brent Story, State Road & Airport Design Engineer
Paul V. Liles, State Bridge Engineer
Ben Buchan, State Urban Design Engineer
Babs Abubakari, State Consultant Design Engineer
Harvey Keepler, State Environmental/Location Engineer
Keith Golden, State Traffic Safety & Design Engineer
Brent Thomas, District Preconstruction Engineer



Department of Transportation

J. TOM COLEMAN, JR.
COMMISSIONER
(404) 656-5206

FRANK L. DANCHETZ
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

HAROLD E. LINNENKOHL
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

July 8, 2002

LOCAL GOVERNMENT PROJECT AGREEMENT

In consideration of the proposed improvements, the City of VALDOSTA agrees to provide or perform the following at no cost to the Georgia D.O.T. for project STPN-007-3(33) Lowndes Co., PI # 422710-: BRIDGES SR 38/US 84/W. HILL AVE GRADE SEPARATION AT NORFOLK SOU. RR

- ☐ Provide all rights-of-way and/or easements needed for the construction of the project and remove existing structures or obstructions within the rights-of-way.
- ☒ Make all utility relocations, adjustments or betterments of publicly owned utilities that are in conflict with construction of this project. Reimburse Georgia D.O.T. for any damages paid to the contractor for delay of construction caused by a delay in relocating the publicly owned utilities.
- ☒ Relocate or adjust all privately owned utilities to clear construction of this project, including adjustments at railroad crossings if required.
- ☐ Furnish detours, local borrow and waste pits as needed.
- ☐ We support this project but choose not to commit any funding, realizing this may delay the project until additional funding can be found.

This 25th day of July, 2002

APPROVED _____

City/County Official

8/15/02
Utilities
File

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STPN-007-3(33) LOWNDES OFFICE Materials & Research
 P.I. NO. 422710 Forest Park, Georgia
 US 84/SR 38 DATE March 25, 2005
 RECONSTRUCTION

FROM *G.M. Geary*
 Georgene M. Geary, P.E., State Materials and Research Engineer

TO Brent Story, State Road and Airport Design Engineer
 Attn: James M. Davidson

SUBJECT RESULTS OF UST/HAZARDOUS WASTE INVESTIGATION

The attached information details the results of the subsurface investigation conducted for the subject project to determine whether contamination from USTs or hazardous waste is present within the required right-of-way. Four sites were investigated, Site Nos. 1 through 4.

Minimal soil contamination from USTs was encountered at Site Nos. 1 and 3. Please refer to the attached information sheets and laboratory test reports. Groundwater was not encountered. It is the understanding of this office that the alignment has not been finalized. If the USTs are within the required right-of-way of the chosen alternate, the Office of Right-of-Way, acting as the authorized agent for the property owner, should remove the system utilizing a qualified consultant.

Any contaminated soil excavated during construction activities at Site Nos. 1 and 3 must be disposed of at a permitted lined municipal solid waste landfill. Please ensure the appropriate notes are added to the plans.

Site No. 2 was investigated for possible contamination from hazardous waste and aboveground storage tanks. Site No. 4 was investigated for possible contamination from hazardous waste. Soil contamination was not encountered at either parcel. Groundwater was not encountered. Please refer to the attached information sheets and laboratory test reports. The aboveground tanks at Site No. 2 will not be impacted by additional right-of-way requirements. Therefore it appears that no additional investigation is required at Site Nos. 2 and 4 and right-of-way acquisition may proceed.

Brent Story
Page Two
March 25, 2005

If you have any questions, they may be addressed to Thomas Scruggs or
Claire Durham at 404-363-7546 of this office.

GMG/TES/CCD

Attachment

c: Buddy Gratton, Director of Preconstruction
Don Brown w/attachment (attn: Barry Baynes), Office of Right-of-
Way
Harvey Keepler w/attachment, Office of Environment and Location
Joe Sheffield w/attachment (attn: Joe Burns), Tifton
District Right-of-Way Office w/attachment, Tifton

Minutes of Initial Concept Meeting - STPN-007-3(33) Lowndes

Thank you for attending the Pre-Concept Meeting on 5-16-02 for the proposed grade separation of U.S.84 and Norfolk Southern Railway in Valdosta. Below is a summary of the meeting. Please let me know if you have additional comments.

1. Road Design stated that project was requested by City of Valdosta during meeting with former Commissioner Shackelford on February 17, 1999. The site was studied by the Office of Planning and a recommendation for a grade separation was made. The Office of Programming was instructed to program the project.
2. Project has federal funding established.
3. U.S.84 exists as a tangent 5-lane urban section with curb & gutter. The area is heavily developed with commercial and residential structures on both sides of U.S.84.
4. U.S.84 between Valdosta and I-75 - Annual Average 24-hour Traffic = 18,000 vpd - based on year 2000 traffic data averages.
5. Two Norfolk Southern tracks cross U.S.84, one main track and one short spur/connector track. Main track is tangent - did not appear to be issues involving sight distance.
6. Norfolk Southern Railway (NSR) stated that approximately 20 to 25 trains a day on main track. Average train speed between 25 and 30 mph.
7. NSR stated that minimum vertical clearance is 23-ft. from top of rail to bottom of bridge beam and minimum horizontal clearance without crash barrier is 25-ft. from centerline of track to face of bridge column.
8. NSR to follow-up with GDOT concerning possibility of future track.
9. Norfolk Southern supports the project. NSR will participate in 5% of the bridge construction cost and a part of the roadway approach not known at this time.
10. NSR requested that crossings northwest of bridge be investigated for closing. These are city streets and will require coordination between NSR and City of Valdosta.
11. District Utilities estimates total relocation required including fiber optic lines and overhead power/telephone. Reimbursable and Non-reimbursable not known at this time. City of Valdosta has utilities along project. Lowndes County has no utilities along project.
12. Road Design informed City of Valdosta that the city will likely be required to participate in utility relocations by LGPA.
13. District Traffic Ops stated that there will be access concerns for the businesses along project.
14. OEL gave preliminary advice about several residential structures that might be eligible for the historical register. It appeared that two structures on the north side of U.S.84 were more likely to be eligible.

15. It was decided that two alternate alignments would be studied. The first alternate would consist of shifting the alignment of U.S.84 to the south with "s-curves" adequate to keep one lane open on U.S.84 in each direction. The second alternate would consist of constructing the grade separation along the existing alignment of U.S.84 and detouring through traffic along existing parallel routes between Valdosta and I-75. The proposed typical section for both alternates would consist of a 4-lane undivided section with retaining walls and frontage roads along the bridge for access to adjacent properties. It appeared that the project length would be more or less between West Street and 3rd Street.

16. Members were in agreement that the project (both alternates) would involve significant right of way impacts/damages and cost. Property impacts/costs and maintenance of traffic will play a significant part in determining the feasibility of the project (No-Build Alternate).

17. The current Right of Way Year is FY2004 (STIP) (estimate: \$2,400,000). Likely to increase.

18. The current Construction Year FY2005 (estimate: \$15,000,000).

19. Concept will be developed by consulting engineering firm URS Corporation, (Kevin Hosey, P.E.). Consultant will coordinate with City of Valdosta and Norfolk Southern Railway during the development of the concept.

Attendees:

Brent Story, GDOT/Road Design

Mike Davidson, GDOT/Road Design, Project Manager

David Norwood, GDOT/Road Design

Tim Warren, GDOT/Area Engineer

Tamue Gibson, GDOT/OEL

Melanie Orr, GDOT/OEL

Tom Bracey, Norfolk Southern Railway

Arnold Lewis, Norfolk Southern Railway

Von Shipman, City of Valdosta, Engineer

Danny Gay, GDOT/District Traffic Ops

Emory Giddens, GDOT/District Utilities

Jerry Hughes, GDOT/Construction

Chad McLeod, Lowndes County

Joe Sheffield, GDOT/District Preconstruction Engr.

Jeff Bridges, GDOT/District Design Engr.

Kevin Hosey, URS Corp., Consultant

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: STPN-007-3(33)		County: Lowndes		PI No.: 422710	
Report Date: 4/15/05		Concept By:			
		DOT Office: Road Design			
<input checked="" type="checkbox"/> Concept					
		Consultant: URS Corporation			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor		<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	
		<input type="checkbox"/> ATMS <input checked="" type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous			
FOCUS AREAS	SCORE	RESULTS			
<u>Presentation</u>					
<u>Judgement</u>					
<u>Environmental</u>					
<u>Right of Way</u>					
<u>Utility</u>					
<u>Constructability</u>					
<u>Schedule</u>					